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REPORT ON THE

TECHNICAL CONSULTATIVE MEETING WITH DONORS ON FIRST PHASE PROJECTS FOR WEST AND CENTRAL AFRICAN SUBREGION

Abidjan, the Ivory Coast
3 to 5 May 1982

82-2072

A. ORGANIZATION

1. The Consultative Technical Meeting with donors on maritime transport and port projects for the States members of the Ministerial Conference of West and Central African States on maritime transport (CMEAOC) was held at ADB headquarters in Abidjan, the Ivory Coast, from 3 to 5 May 1982. The meeting was preceded by a concentration meeting of the secretariats of ECA, IMCO and CMEAOC and member States on Sunday, 2 May 1982.

B. ATTENDANCE

2. The meeting was attended by the following:

(a) States members of the Commission: Benin, Cape Verde, the Central African Republic, the Congo, Equatorial Guinea, Gabon, Ghana, Guinea, the Ivory Coast, Liberia Mali, Mauritania, the Niger, Nigeria, Senegal, Sierra Leone, Togo, the United Republic of Cameroon, the Upper Volta and Zaire.

(b) Donor countries and financing institutions: Belgium, Canada, China, Finland France (Caisse centrale de cooperation economique and the Fonds d'aide et de cooperation) Federal Republic of Germany, Japan, Norway, the United States, the World Bank, the United Nations Development Programme, the African Development Bank and the Commission of the European Communities;

(c) United Nations bodies and intergovernmental organizations: United Nations Conference on Trade and Development, Inter-governmental Maritime Consultative Organization, Central African Customs and Economic Union, Economic Community of West African States, Ministerial Conference of West and Central African States on Maritime Transport, West African Development Bank, West African Economic Community and Union of African Railways.

3. Observers from the following donor countries, financial institutions and inter-governmental organizations also attended the meeting: Brazil, India, the Republic of Korea, the Netherlands, Poland, the United Kingdom, the Organization of African Unity and APEC of Belgium.

C. OPENING OF THE MEETING

4. On behalf of the Mayor of Abidjan, Mr. Kassi Georges, Deputy Mayor, welcomed all participants and said how very pleased he was to see Abidjan chosen once again as the venue for dialogue and concertation. He expressed his gratitude to the Executive Secretary of ECA and stressed the high level of representation among the States and international organizations. He also thanked the donor countries and financial experts for attending.

5. He hoped that everyone would enjoy their stay in the beautiful city of Abidjan and wished the meeting every success so that a new international maritime order might be heralded in which would, needless to say, be in the interests of each and everyone.

6. On behalf of the Ministerial Conference of West and Central African States, Mr. Julien Kamaya, Secretary of State in the Prime Minister's Office responsible for the Merchant Marine of the Gabonese Republic, expressed his sincere appreciation to the Government and people of the Ivory Coast for their warm welcome and his gratitude to President Felix Houphouet Boigny whose efforts had led to the creation 7 years before to the day of the Ministerial Conference of West and Central African States, which was tangible proof of the solidarity among the States represented on it. He underscored the positive achievements of that organization including the creation of national shipping lines and port management association and the establishment of the permanent secretariat of CMEAOC as well as negotiations conducted with various liner conferences in developed countries through which the Union of Shippers' Councils and its regional negotiations committee had enabled States to make substantial savings in the cost price of imports and exports. Since everybody benefited including the foreign partners thanks to the stabilization of freight rates, such actions had to be extended to the subregional level in a spirit of greater solidarity. He had great trust in the will of all concerned-friendly countries, financial institutions, international organizations, UNDP, ECA and IMCO - to initiate and sustain a constructive dialogue and to support the Ministerial Conference in its efforts to achieve its goals with a view to ensuring that its members participated in international trade in a more just and equitable manner.

7. In his statement, Mr. Adebayo Adedeji, Executive Secretary of ECA, thanked the President of the Ivory Coast and his Government and people for the way in which they had hosted the meeting.

8. He noted that the meeting, the fourth in a series of consultative technical meetings on the various modes of transport, had been organized in collaboration with the Intergovernmental Maritime Consultative Organization and the Ministerial Conference of West and Central African States which had been established at Abidjan seven years earlier at the felicitous initiative of the President of the Ivory Coast. He also expressed his appreciation to representatives of donor countries and financial institutions, whose presence bore witness to their interest in the United Nations Transport and Communications Decade in Africa.

9. He recalled that the global strategy and projects of the Decade had been incorporated in their near totality in the Lagos Plan of Action and explained the importance of Africa's Atlantic ports and maritime transport, which played a substantial role in the subregion's foreign and intra-subregional trade and had an indirect influence on States' balance of payments through freight inputs.

10. However, the basic inadequacies of the ports and maritime transport sector in West and Central Africa had to be remedied. Such inadequacies related, inter alia, to the lack of skilled supervisory personnel, the low level of participation of the subregion's shipping companies in their own countries' shipping activities, worn-out fleets, increasing freight rates, low productivity of port infrastructure and equipment, marked inadequacy of African maritime training facilities, lack of facilities for ship-repair and even ship-building, and the need for more systematic maintenance of channel entrances and berthing and anchoring slips.

11. The programme before the present consultative technical meeting covered all the aforementioned areas and comprised 31 port projects at a total cost of $US 1.075 billion, of which $US 980 million still had to be secured 32 maritime transport projects at a cost of $US 151 million as well as eight additional projects given high priority by the Ministerial Conference of West and Central African States estimated at $US 6.5 million. Thus the programme contained 71 projects which, together with the seven fully financed projects, represented a combined cost of $US 1.670 million for 78 projects.

12. In the document before the meeting, the projects had been broken down into those with a regional or subregional impact, classified by type, specific feasibility and engineering studies in preparation for the second phase of the Decade, and construction and equipment activities to be completed during the first phase. The selection had been made in close consultation with the Governments concerned.

13. Although the meeting was not intended to be a traditional pledging conference on the basis of information provided and the relevant exchanges of views, donors should be in a position to make firm commitments regarding projects which had a good chance of being financed by them. Subsequently bilateral contacts should be made between donors and the countries concerned with a view to achieving tangible results. However, donors should feel free to speak frankly and expose any obstacles there may be to the financing of a project. They should also bear in mind the possibility of cofinancing for projects which were too costly for a single donor. Despite the current international economic situation, they should make every effort to assist African countries to implement the Decade programme.

14. In conclusion, he stressed that, without adequate transport and communications facilities, Africa could not bring about an internally generated development process and that was why the international community had proclaimed the Transport and Communications Decade. He was sure that, with donors' continued commitment to the Decade, the consultative technical meeting on maritime transport and Atlantic ports would be a resounding success.

15. The Assistant Secretary-General of OAU expressed regret for the absence of the Secretary-General due to other pressing matters. He congratulated the ECA Executive Secretary and secretariat for organizing the Consultative Technical Meetings with donors and in the same vein welcomed the Secretaries General of IMCO and the Ministerial Conference of West and Central African States. He referred to the Lagos Plan of Action adopted in April 1980 and how it encompassed in its entirety a global strategy and plan of action and the programmes and projects of the United Nations Transport and Communications Decade for Africa. OAU recognized that transport and communications constituted a most important sector whose development was a determinant of growth and development in other sectors. He stressed the need to sensitize the International community (Donor countries and Multilateral financial institutions) to the resource requirements of Africa's priorities as spelt out in the Lagos Plan of Action. He drew attention to Africa's declared development strategy based on collective self-reliance. With regard to the application of the strategy in terms of the development of maritime transport he referred to the decision of the Heads of State and Governments for the establishment of multinational shipping companies as a viable option to counteract the monopolies of the developed nations. He specifically mentioned three projects - SHP-02, 05 and 40 - concerning the organization and strengthening of shippers' councils and thought that

as they were complementary to a regional project for which OAU had secured financing, consultations should be held on how to implement national and/or regional shippers' councils projects. Finally he appealed to the representative of donor countries and financial institutions to be frank and exchange views on the viability of projects submitted for consideration.

16. The Secretary-General of IMCO congratulated ECA and the Ministerial Conference of West and Central African States on maritime transport for organizing the Consultative Technical meeting with donors and for presenting the projects. He stressed the need for the development of infrastructure such as transport and communications without which there could be no development in other areas. He emphasized the importance of training for development in maritime transport and highlighted the role IMCO was playing in this field. He referred to the two regional maritime training institutions one in Accra, Ghana, and the other in Abidjan, Ivory Coast, in which IMCO was playing a leading role. Other forms of training such as seminars and workshops were convened from time to time. He referred to the technical advisory services which IMCO could provide to member States at no cost as in maritime safety administration, the prevention and control of marine pollution, port technical operations and dangerous goods. As shipping was of global scope the importance of uniform standards of training and legislation could not be overemphasized. Finally the Secretary-General wished the meeting every success on its deliberations.

17. Mr. Lamine Fadika, Minister of the Marine of the Ivory Coast, first recalled that the aims of the meeting, which had been organized jointly by ECA, CMEAOC and IMCO, were to provide an opportunity for those responsible for maritime transport in the countries of the subregion and potential donors to consider the list of maritime and port projects in the subregion, to arouse and attract the interest of donors with a view to facilitating future contacts on a bilateral level and to endeavour to obtain firm decisions concerning the financing of major priority projects which were realistic and fully developed. He then welcomed all participants and thanked them for having been able to attend, a matter which he welcomed as a sign of North-South dialogue in considering projects directed towards the establishment of a new international economic order.

18. He then called for a frank dialogue between potential recipients and potential donors bearing in mind the need for a coherent grouping of projects and an optimal cost-effectiveness ratio.

19. After outlining the origins of CMEAOC and the hopes it had engendered, he stressed that the state of maritime transport in the subregion was particularly worrying: freight rates accounted for 5 per cent of GDP in hard currency and exhorbitant prices were charged for equipment, which amounted to a scandalous plundering of experts of local products despite the veritable progress which had been made over the last seven years towards concerted action or in other words towards a fledgeling form of regional integration.

20. He referred to ongoing studies (bulk transport, land-locked countries, harmonization of legislation, coastal shipping, multinational shipping companies and so on) and stressed the need for continuous training and retraining, citing the Ivory Coast project relating to the Abidjan Academy of Maritime Science and Technology. However, a lot still remained to be done and above all it was necessary not to compete and disperse the efforts made at the national level without taking into account the need

for coherence at the regional level. Competition had to be fought through greater efficiency and effective unity and a global, integrated and coherent maritime policy had to be worked out with the aid of ECA.

21. A message from His Excellency President Felix Houphouet Boigny was delivered by Mr. Alexis Thiery Lebbee, Minister of State in the Office of the President of the Republic. The President congratulated ECA and approved of its efforts to develop Africa's transport system as well as the principle of donors' meetings. He recalled that in a matter of a few years CMEAOC had become a tangible presence and he paid tribute to the various international organizations and in particular IMCO. He also thanked all participants for having come to the meeting and stated that the aims of a common maritime policy should be to:

(a) link up the ports of the subregion with a view to developing interregional trade;

(b) harmonize formalities;

(c) provide training within regional institutions;

(d) modernize ports.

22. If that were done, North-South trade would improve. Only through international co-operation could maritime technology be developed in the subregion. The presence at the meeting of so many developed countries constituted both a promise and a source of encouragement for the establishment of a more equitable new international maritime order. He declared the Abidjan consultative technical meeting open and wished it every success in its deliberations.

D. ADOPTION OF THE PROGRAMME OF WORK

23. It was decided that the meeting should be chaired by the Executive Secretary of the Economic Commission for Africa.

The meeting adopted the following programme of work:

Sunday, 2 May 1982 — Concertation meeting of the secretariats of ECA, IMCO and CMEAOC and African member States

Monday, 3 May 1982 — Registration of participants

Opening ceremony:

1. Welcoming statement by the Mayor of the City of Abidjan

2. Statement by His Excellency Mr. Julien Kamaya, Secretary of State to the Prime Minister and in charge of the Gabonese Merchant Marine, Chairman of the Ministerial Conference of West and Central African States on maritime transport

3. Introductory statement by Mr. Adebayo Adedeji, United Nations Under-Secretary-General and Executive Secretary of ECA.

4. Statement by Mr. Paul Etiang, OAU Assistant Secretary-General in charge of the Department of Economic Development and Co-operation

5. Statement by Mr. C.P. Srivastava, Secretary-General of the Inter-governmental Maritime Consultative Organization

6. Statement by H.E. Mr. Lamine Fadika, Minister of the Marine of the Ivory Coast

7. Message from the Head of State of the Ivory Coast

Afternoon — Plenary session

Introduction of the programme for maritime transport and ports by the Executive Secretary of ECA

General discussion

Tuesday, 4 May 1982

Morning — Plenary session
Consideration of maritime transport and port projects

Afternoon — Plenary session
Consideration of maritime transport and port projects

Wednesday, 5 May 1982

Morning free for discussions between member States and potential donors

2.30 p.m. — Evaluation of the results of the meeting
Adoption of the report
Closure of the meeting

24. The representative of the ECA secretariat introduced the programme which covered 78 projects (maritime transport and ports) at a total estimated cost of $US 1,670 million including the eight additional projects submitted by CMEAOC. The programme document was divided into three main sections:

(a) Section 1 - general information and statistics

(b) Section 2 - a series of tables providing basic economic data;

(c) Section 3 - summary descriptions of the individual projects included in the programme.

Participants were reminded that projects identified by the symbol "SHP" concerned maritime transport, while those marked "HAP" dealt with ports.

25. After noting that project HAP-33 had been withdrawn, he gave a more detailed analysis of the programme, which was composed of:

(a) 11 projects consisting of general studies (usually with a regional or subregional impact) at a cost of $US 11.3 million

(b) 18 technical assistance projects at a cost of $US 6.5 million

(c) 16 training projects at a cost of $US 251 million

(d) 5 specific projects (studies to be carried out during the first phase, leading to implementation during the second phase) at a cost of $US 7.3 million;

(e) 21 projects for infrastructure-building and the purchase of equipment at a cost of $US 957.5 million.

26. The total thus stood at 71 projects at a cost of $US 1.235 billion as well as seven projects which, according to the most recent information received by ECA, had been financed in their entirety.

27. The programme bore witness to the great importance attached to training by member States. As for construction and equipment projects, some had been totally financed by local sources (as was the case with Nigerian projects, for example).

28. The following procedure was adopted for introducing the projects. regional and subregional projects would be introduced either by the ECA secretariat or, preferably, by the relevant intergovernmental organizations. National projects would be introduced by the individual countries.

29. The detailed consideration of projects should serve to update the tables and particularly to specify whether amounts had been revised, whether financing had been or was likely to be obtained, and whether the figures submitted in requests to donors were correct or not. Concerning projects which had obtained partial financing, it would be desirable for the donors which had contributed to the projects to indicate whether or not they were prepared to continue to provide financial support for their completion. It would also be helpful for donors to indicate any interest they might have in a project so that bilateral contacts might subsequently be made and requests submitted.

30. The Executive Secretary of ECA stressed that the meeting was not a pledging conference, but would serve, inter alia, to update the information contained in working document DEC/TRANSCOM/TCM/81/WP.1.

31. In response to a remark made by the representative of the Congo, the representative of the ECA secretariat specified that the programme under consideration dealt only with projects included in the first phase. If new projects were to be incorporated into the first phase, ECA should be notified during the current updating of Decade projects; in that case, the new proposals would be included in the updated document. For his part, the Executive Secretary felt that it would be preferable not to include any new projects in the first phase but to have them included in the programme of the second phase of the Decade currently in preparation.

32. The representative of France recalled the contribution his country had made in the form of bilateral technical assistance. Between 1978 and 1981 France had provided

180 million French francs for port and maritime transport projects, and that figure would become even higher as an agreement had been concluded to increase total French aid to developing countries from 0.36 to 0.7 per cent of the country's GNP.

33. He agreed with the division of the Decade into two phases. Noting the number of projects listed for the entire Decade, he asked, with regard to the first phase, what resources were planned and whether needs had been prioritized. Since moreover FAC and CCCE had allocated half of their resources to projects not included in the Decade programme, he asked whether States' priorities were not in fact those of the Decade.

34. The African transport network would have to be restructured for the second phase by combining the problems of transport and industrialization into a single entity (concerted physical planning of the African continent, for instance).

35. The Executive Secretary confirmed that the Decade had in fact overlooked a number of national projects, since it was primarily the subregional impact of a project that had been taken into consideration when deciding whether or not to include it in the Decade programme. For the second phase emphasis had been given primarily to projects of a global nature, although all national projects would be included. There was no real contradiction between intra-African transport and intercontinental transport, since the development of maritime infrastructures would favour the development of both intra-African and intercontinental trade.

36. The representative of OAU pointed out that project SHP-73 was very similar to a multimodal project that had already been formulated. The matter would be considered when the project was brought up for discussion.

Consideration of maritime transport (SHP) projects

SHP studies

37. Projects were introduced by a representative of the secretariat. Only SHP-19 had obtained total financing, which had been provided by UNDP in the amount of $US 200,000.

38. Project SHP-18 had not acquired any financing, in spite of its importance for maintaining transport costs at a reasonable level and breaking the monopoly of liner conferences.

39. Project SHP-20 was a combination of projects SHP-01, 03, 12 to 14, 17 and 20 for a total cost of $US 7.8 million, of which $US 0.8 million was being financed by UNDP.

40. The representative of UNDP corroborated his organization's contribution but pointed out that the $US 0.8 million would not be available before 1 January 1984. The Executive Secretary then observed that it would be impossible to implement that project during the first phase.

41. Project SHP-24 had received no financing but had been the subject of a lengthy exchange of views in which ADB, EDF, the World Bank, Norway and the Congo had participated. The project would reduce overloading and competition among various African shipyards. The representative of ADB noted that his organization participated in shipyard-related activities, in Cape Verde, for example, and that project SHP-24 would be given consideration.

42. The representative of FDF underscored the importance of most of the projects submitted. However, it was impossible for him to indicate which projects might be financed by his organization, since those projects would have to be considered by Brussels and by each country belonging to the Fund. However, he stressed that EDF operated only on a bilateral basis and added that the Cape Verde project had been withdrawn from the EDF programme.

43. The representative of the World Bank emphasized the Bank's interest in that sector. In his opinion, Senegal's repair facilities were exemplary, thus there was no clear justification for project SHP-24, since the Senegalese model should be followed.

44. The representative of Norway, who had actively participated in the Senegalese project, saw no connexion between that project and project SHP-24. In that he agreed with the representative of the Congo, who stated that his country's goal was to find out if the construction of a shipyard at Pointe-Noire was justified. The representative of the World Bank maintained that the results of the Senegalese project would have to be analysed before the studies for project SHP-24 were undertaken.

45. Concluding the exchange of views, the Executive Secretary stressed that the Senegalese project would make it possible to determine the level of construction at which a project of that type became profitable; meanwhile, project SHP-24 was aimed at identifying existing shipyards and determining which ones might be capable, given certain modifications, of meeting external needs.

46. Project SHP-25 was a geasibility study on the establishment of a regional maritime research and documentation institute. The project differed from the project on the harmonization of maritime legislation.

47. In view of the fact that two academies of marine science and technology were to be established at Abidjan and Accra, the Executive Secretary suggested that the SHP-25 study should be carried out by those academies. The representative of IMCO stated that SHP-25 was a short-term project and that the academies, which had yet to be established, could not carry out the studies until a much later date.

48. The representative of CEAO expressed some doubt as to the appropriateness of discussing certain small projects during the meeting, as they could be financed by local resources. Specifically, as concerned project SHP-25, a rudimentary institute existed at Abidjan; perhaps the two projects could be combined.

49. The Executive Secretary said that SHP-25 had been submitted by OMEAOC and that CEAO could not identify priorities for member States which themselves made the final decision.

50. The representative of OAU emphasized the negative side to the proliferation of institutes in Africa. UNDP, ECA and OAU had been given the task of evaluating the work of existing institutions. To establish new ones would require tremendous financial contributions, whereas it might be preferable simply to strengthen existing institutions.

51. Project SHP-25 was retained following a statement by the representative of CMEAOC, who stressed that the two planned academies, which were already quite large, should not be overstretched.

52. The SHP-26 feasibility study on the establishment of a shipping company for West and Central African States, at a cost of $US 125,000, had received no financing to date.

53. The World Bank was prepared to support the project but the Bank representative voiced support for the CEAO request concerning small study projects with a sub-regional impact. In view of the enormous administrative difficulties involved in granting loans that covered many countries, he asked if it would not be more practical to contact subregional banks (BOAD and BCEAO).

54. The representative of BOAD said that the Bank had appropriate funds for financing studies for the States which it served.

55. The CEAO representative stated that the study for the establishment of the CEAO shipping company had been entirely financed by local resources (and with the involvement of Togo and Benin), which had the advantage of preventing the study from being directed against the country's interest. It was difficult to implement projects for 25 countries at the same time and there was a need to take stock of what existed before proceeding with new projects.

56. The representative of ECOWAS pointed out that his organization was carrying out a study identical to the one undertaken by CEAO, but dealing with a coastal shipping project. The representative of CMEAOC stated that the Ministerial Conference was conducting a study on bulk shipping, which represented 80 per cent of all cargo, and project SHP-26, he thought, dealt with a bulk shipping company.

57. The representative of the United Republic of Cameroon said that he felt participants were straying from the point of the meeting, which was to secure financing. The remarks which had preceded should take place between the ministers involved at a later time.

58. The Executive Secretary was aware of that but emphasized how interesting the discussions were. He therefore proposed that all financial institutions and African regional and subregionals institutions in West and Central Africa should meet in the near future (at Addis Ababa, in June) to draw up a course of action to be followed. He would prepare the invitations as soon as he returned to Addis Ababa.

SHP technical assistance projects

59. Projects SHP-01, 02/05, 03, 04, 06, 07, 08 and 09/23 were introduced by a representative of the ECA secretariat. Only projects SHP-08 and 09/23 had received any initial financing.

60. Belgium had expressed interest in participating in project SHP-08 estimated at a total of $US 1.5 million, of which $US 1.4 million had been obtained. It seemed that the remaining $US 2.5 million was to be supplied from the Trust Fund to which West and Central African coastal States contributed.

61. With regard to SHP-09/23, the UNDP representative confirmed that his organization would contribute $US 300,000 of the $400,000 required.

62. The representative of Norway expressed his country's interest in project SHP-02/05. He considered national shippers' councils to be very useful, because they were an important vehicle for co-operation in the field of maritime transport. Such councils could serve to create the structures required for the development of maritime transport. His Government was ready to consider the project and hoped that there would be a meeting with ECA and the other organizations concerned to discuss it further.

63. Concerning project SHP-10, the representative of the Republic of Korea requested ECA to correct column 8 of table 10 to be read "Republic of Korea" and not "Democratic People's Republic of Korea" ("North Korea").

64. After expressing his gratitude to the Government of the Ivory Coast and the organizers who had participated in the drafting of the documentation, the representative of Belgium said that the projects under discussion were multinational co-operation projects and should be financed as such.

65. The representative of the Congo said that the aim of his country was to establish a Congolese shippers' council. The amount required for the feasibility study was $US 500,000. The Congo would contribute $200,000 and the question had been submitted to UNCTAD. He also wondered whether the study might not fall under subregional project SHP-02/05 and if so whether provision could not be made under that project for the $300,000 which remained to be found.

66. The representative of Norway said in reply that first the relevant modalities had to be worked out. It was not clear, moreover, whether the economic criteria in the document had been accepted. UNCTAD and OAU had expressed particular interest in those two projects.

67. Project SHP-27 was introduced by the representative of the Congo. The project, which consisted of the merger of two transit and handling companies, was nearing completion as a result of a study prepared by a company in the Federal Republic of Germany. The Congolese Government had provided $US 175,000 from its own resources. What was needed now was two or three experts to train transit agents, which France could provide. The representative of France, however, said that he could not make any commitment with regard to that request.

68. The representative of the Niger introduced project SHP-40. To set up the transport users' council, whose organizational documents had been drawn up, the Niger was requesting the services of two experts. There was no donor response to the request.

69. Projects SHP-68, 69, 70, 71, 72 and 73 were introduced by the CMEAOC representative. Project SHP-68 (establishment of a guarantee fund for CMEAOC) was a priority

project that would enable the Ministerial Conference to become self-sufficient for the implementation of its projects. It was in fact important for the Ministerial Conference to be in a position to carry out the preparatory studies for its projects at a cost of $US 100,000. The studies would take no more than six months to complete and would be supervised by the CMEACC secretariat.

70. Project SHP-69 was a study to consider the best options for transporting cargo in bulk. Project SHP-70, which had been assigned priority, had received financing from UNDP and the report should be submitted by the end of May 1982; implementation, which was scheduled for the second phase, would give CMEACC an effective control over shipping costs.

71. Project SHP-71 dealt with land-locked countries. For countries to develop equally their transport facilities had to be identical, while the cost of foreign trade was particularly high for land-locked countries. A study on improving the terms of trade had been conducted with financial assistance from UNDP. At present, it was necessary to obtain the credits needed to complete the studies and put their recommendations into practice.

72. Project SHP-72 concerned marine insurance activities in the subregion and was aimed at helping countries save their foreign exchange reserves. No financing had been obtained.

73. As regarded project SHP-73 which dealt with multimodal transport and containerization, the representative of UNDP said that a solution to the problem of financing that project (and the preceding ones as well) might be found in the context of the meeting of subregional co-operation institutions which had been decided upon earlier. The Executive Secretary expressed his agreement.

VTF training projects

74. Project SHP-10, concerning an academy of maritime science and technology at Abidjan, was estimated at $US 23.716 million. The representative of UNDP said that his organization had made a commitment of $US 3 million for the academy at Abidjan and $US 2 million for the academy at Accra during the period 1982-1986. The representative of FDF said that 2.5 million units of account had been available for four years, he believed that it was imperative that complete plans of the operation and training programmes should be submitted in a detailed way so that they might be approved easily by the financing committee. The representative of France stated that negotiations pertaining to the mock-ups had not yet been completed and that the French contribution would be determined only after the meeting of a joint maritime commission made up of France and the Ivory Coast. The representative of Belgium added that his country was ready to provide financing but within the framework of bilateral co-operation.

75. The representative of CEFO informed participants that his organization was ready to participate in financial studies and to help in the securing of necessary funds. He thought that training might be shared by both the Abidjan and Accra academies. CEAO was prepared to participate in the context of a group of integrated projects. For its part, Norway was prepared to assist the Abidjan academy through IMCO.

76. Participants were reminded that the Accra academy, which was the subject of SHP-11, had been accorded $US 2 million by UNDP for the period 1982-1986 and that IMCO and ECA had carried out a feasibility study.

77. Projects SHP-12, 13 and 14 could be discussed at the meeting to be held with subregional co-operation institutions at Addis Ababa.

78. Speaking of project SHP-15, the representative of Guinea said that it had been entirely financed by EDF and that implementation had begun.

79. Subregional project SHP-16, which was introduced by CMEAOC, drew no response from donors.

80. The representative of Liberia said that his country was seeking financing for project SHP-29.

81. Project SHP-30, introduced by the representative of Cape Verde, had received financing from Norway for the construction of buildings. The World Bank and BADEA had expressed interest in the purchase of equipment. It was possible that the school might become subregional.

82. No information was provided on projects SHP-34 (the Gambia) and SHP-44 (Nigeria).

83. The representative of Senegal stated that project SHP-45 had been financed and was currently being implemented.

84. Project SHP-67, which concerned the awarding of fellowships for the training of trainers, was introduced by the representative of CMEAOC. The project, which was of great importance to the Ministerial Conference, drew no response from donors.

85. The representative of the United Republic of Cameroon briefly thanked the donor institutions and countries for their interest in training, which was the most important component of the programme.

SHP study projects

86. The representative of Cape Verde submitted to ECA a document updating project SHP-22, which differed substantially from the original project. It had been financed in its entirety by several donors (ADB, EDF, the Caisse generale d'epargne du Portugal, etc.) in the amount of $US 38 million. It could thus be withdrawn from the first phase.

87. Project SHP-31 had also been modified by the Cape Verde Government and a document containing updated data had been submitted to ECA. Of the $US 18 million required, $US 11 million remained to be found, the Federal Republic of Germany having financed the ferries.

SHP construction projects and projects for the purchase of equipment

88. The representative of Guinea asked to have project SHP-35 moved back to the second phase.

89. Project SHP-36 was not considered as Guinea-Bissau was absent.

90. The representative of Mauritania stated that project SHP-47 had received no financing but should be kept in the first phase.

91. The donors had no comments regarding the three projects.

Consideration of MAP projects

MAP feasibility study projects

92. Financing was sought for projects MAP-06, 07/08, 10/11 and 16/17/32 but not for MAP-10/11.

93. Project MAP-06 was intended to avoid the proliferation of container terminals. The French representative provided participants with a copy of a BCEOM study which was a theoretical document for sites that had already been selected and therefore only partially met the objectives of project MAP-06. Thus, as the Executive Secretary pointed out, the implementation of project MAP-06 remained a necessity.

94. Project MAP-07/08, dealing with pollution control, appeared to have obtained total financing.

95. Project MAP-16/17/32 had been completed, with financing provided by France and the International Maritime Signalling Association.

96. Project MAP-10/11 was introduced by the representative of IMCO. The project had received financing in the amount of $US 1 million ($US 500,000 from the Netherlands, $250,000 from Norway and $250,000 from UNDP). Implementation of the project was to begin in the near future.

MAP technical assistance projects

97. The two technical assistance projects (MAP-01/03 and MAP-02) were introduced by a representative of the secretariat. The costs of the projects amounted to $US 1 million. The representative of UNDP confirmed his organization's contribution of $US 600,000, although the funds would not be available before 1 January 1984.

MAP training projects

98. Projects MAP-04 (fellowships for study abroad) and MAP-05 (establishment of a training centre for Portuguese-speaking countries) had not as yet obtained any financing.

99. As Ghana was not represented, project MAP-24/93 was not considered.

100. The representative of the secretariat stated that project MAP-59 had been entirely financed by a co-financing group composed of FADES, the World Bank and the Kuwait Fund. That group was also financing projects MAP-57, 58 and 60.

MAP specific study projects

101. The representative of the United Republic of Cameroon introduced project MAP-30/31 stating that it would be desirable to disassociate the two projects which had very different objectives and geographical situations. The Government considered that the deep-water port at Cape Limboh was a priority project necessary to the exploitation of the country's oil and bauxite. However, in view of the current situation, the earlier EDF studies had to be updated. As for the Rocher du Loup project, it fell within the

scope of the integrated development programme for the south-eastern part of the country (natural gas, minerals) and constituted the usual outlet for the Bangui-Ocean railway (cost: approximately CFAF 100 billion).

102. He informed the meeting that, concerning project HAP-29, the infrastructure had been entirely financed by BEAC. The States members of UDEAC would have to build their own warehouses.

103. In the absence of a representative of the Gambia, the representative of ADB stated that the studies for project HAP-33 had been completed and that implementation would be financed by a co-financing group composed of ADB, the World Bank and KFW.

104. As Ghana was not represented, project HAP-34 was not considered.

HAP construction and equipment projects

105. The ECA secretariat introduced the port projects under construction and equipment. There were 18 projects with a total cost of $US 954 million; since most of those projects were national projects, they were introduced by member States.

106. HAP-26: Since the representative of Angola was not present, this project was not introduced.

107. HAP-39: The representative of Guinea introduced the project and stated that the first phase had been completed with international assistance. The first phase cost $US 38 million with $35 million from external resources.

108. The Federal Republic of Germany contributed 16 million DM and the World Bank the rest. The study for the second phase was to be completed by 1984.

109. The third phase was yet to be determined. The representative of the World Bank stated that his organization was going ahead with financing of the first phase and believed that contribution for the second phase would depend on traffic flows to be determined and might not be in the 1990s.

110. The representative of the Federal Republic of Germany confirmed his Government's interest in the project and stated that $US 8.8 million had been contributed for rehabilitation of the port of Conakry. His Government was ready to provide further assistance of 6 million DM for training and other contingencies.

111. The representative of France requested the meeting to refer once again to project HAP-31. He stated that France had provided funds for studies and for other assistance to the port of Rocher du Loup.

112. HAP-40: The representative of the Ivory Coast introduced the project and stated that the total cost was now $US 97 million. Technical studies for tender had been completed and economic studies were underway; external finance now expected was $US 80 million and presently only 40 million DM had been secured. Discussions with the World Bank were underway. The project had been modified and the amended project circulated.

113. The representative of the World Bank confirmed that the project was receiving the attention of his organization and would be reviewed after the completion of studies.

114. The representative of the Federal Republic of Germany stated that his Government was willing to provide 40 million DM for the rehabilitation of the port of Abidjan. The representative of France pointed out that the $US 10 million for this project was not from FAC as stated in the ECA document but from the Federal Republic of Germany that was noted.

115. HAP-41: The representative of the Ivory Coast introduced the project and gave the background of this national project with subregional implications. Technical studies were under way with exclusively local financing.

116. The first phase was to cost $US 91 million and was to last four years. The representative of the World Bank noted that work in the port of Abidjan would affect the project and both studies would be reviewed accordingly.

117. HAP-47: The representative of the Niger who introduced the project pointed out some mistakes in the project as presented and promised to submit the necessary corrections to the secretariat.

118. The representative of BOAD stated that his Bank had identified a Togolese project for the constructure of transit depoos on which a study had already been made by a French firm. He wanted to know how the study was related to the project of the Niger and the Upper Volta.

119. The representative of the Upper Volta stated that the project referred to by the representative of BOAD was for food storage sheds and had nothing to do with national transit shed facilities.

120. HAP-57, 58, 59 and 60: The representative of Guinea-Bissau was not present to introduce those projects.

121. The representative of the World Bank referred to the above projects and noted that studies had been undertaken and the Bank would review those on completion.

122. HAP-61 and 62: Guinea wanted those projects deferred to the second phase.

123. HAP-70: The representative of Sierra Leone noted that although the project was national project, it had a subregional bias. The major component of the project was the replacement of cargo handling equipment, resurfacing of the quay and container terminal.

124. The World Bank representative referred to HAP-70, 80 and 81 concerning Sierra Leone and stated that, in recent discussions in Freetown, those projects had been highlighted but the Bank did not have them in its landing programme at the present stage. They would be considered in due course.

125. HAP-74: The representative of Liberia introduced the project and pointed out that data in the project document was outdated, hence a revised project had been circulated. He stated that studies had been undertaken by the Federal Republic of Germany in 1977 and completed in 1979. The project had been financed in its entirety.

126. HAP-75: The Liberian representative stated that it was a national project which had now been updated. The estimated cost was $US 12 million and no financing had been secured as of now.

127. HAP-79: The representative of Zaire stated that he had no information concerning the project.

128. The representative of France stated that his Government was participating to the order of FF 7.7 million in the first phase studies.

129. The World Bank representative stated that the ECA project cost of $US 330 million obviously did not take into consideration construction of the railway to connect the port with Matadi port and that would cost an additional $US 140 million.

130. The representative of EDF highlighted the importance of the project and expressed the Fund's keen interest in it. The project had far-reaching economic significance for Zaire and he hoped that that could be so brought out in the ECA document. The Fund was awaiting the completion of the studies and supported earlier comments by the World Bank representatives.

131. The Belgian representative also expressed interest in the project and associated himself with comments of the previous speaker.

132. HAP-80. The representative of Gabon introduced the project which was included in the national development plan. Gabon had contributed CFAF 2 billion to the project to show the high priority accorded to it and hoped the donors would react accordingly.

133. The representative of EDF pointed out that the amount of $US 2.577 million shown in the project as external financing related to the activities which had been completed prior to 1977.

134. HAP-88 and 89: The Sierra Leone representative highlighted the urgent need for a new pilot boat since the port of Repel had reopened.

135. HAP-91, 92, 95 and 96: As there was no representative of Ghana, the projects were not introduced. The World Bank representative stated that the Bank was waiting to learn of the new Government policy before a position could be taken but the Bank had allocated $US 4 million for the rehabilitation of Takoradi port. The Bank had no definitive lending policy for Ghanaian port projects at the present time.

136. The ECA secretariat drew attention to the projects listed in table 12 and stated that, according to the information available, all the projects had been financed.

137. The Cape Verde representative stated that project HAP-51 had been only partially financed by the Netherlands and although the extension to the Port of Paria was under way, financing for other infrastructure was still required.

138. The Cameroonian representative also referred to project HAP-29 and stated that, although the Port had been completed, financing for sheds and other infrastructure was still required.

139. The Mauritanian representative also stated that project HAP-98 still needed some financing for equipment in the new port of Nouakchott.

140. The Indian representative then explained the position of his Government, which fully supported the aspirations of the member States in their endeavour to develop their maritime transport. He mentioned training in which India would be most willing to provide assistance. He stated however that, because of financial constraints, his Government could provide technical assistance only for the second phase of the Decade programme and extend the hand of technical co-operation.

141. The ECA secretariat requested that new projects, if any, should be introduced.

142. The representative of Senegal requested that a new project for the construction of a container terminal should be considered in two phases, each costing $US 33 million. The engineering study, undertaken in co-operation with the World Bank and other donors, should be completed by September 1982.

143. The representative of the Upper Volta wanted to know whether the new projects would be introduced in first or second phase of the Decade programmes.

144. The ECA secretariat recalled that it was agreed that, unless new projects were of such high priority for which financing was to be provided nationally or guaranteed externally, it would be difficult to introduce new projects for financing at the present stage. In any case work had already started on collating projects for the second phase.

145. The Senegalese representative pointed out that on page 57 of the French version and 53 of the English version of the ECA document it was stated that as has been continued at the informal meeting on 2 May 1982, the Ministerial Conference and countries could introduce new projects. He was therefore surprised that the matter was now being discussed.

146. The ECA secretariat explained the background to that decision, pointing out that there was no attempt to stop new projects from being introduced.

147. The representative of the Upper Volta then submitted six projects:

(a) Study on maritime legislation;
(b) Study on multimodal transport;
(c) Technical assistance for establishing a cargo handling company;
(d) Construction, development and improvement of the port area allocated to the Upper Volta at Lome, Tema, Abidjan and Benin;
(e) Establishment of container terminals at Ouagadougou, Bobo-Dioulasso, Banlora and Koudougou;
(f) Study of the relative cost of various modes of transport including river transport.

148. The representative of Mali then introduced a new project for the construction of a warehouse on space provided in the port zones at Abidjan, Lome and Cotonou. Because of problems of land-locked countries and in order to minimize the cost of transportation, he wanted to know if the project could be included in first phase. The ECA secretariat took note of his comments.

149. The representative of Guinea stated that his country had submitted some projects direct to ECA and went on to highlight them.

150. The representative of the Congo stated that his country would submit some new projects to ECA concerning the construction of a fishing port and a shipyard and the expansion of the commercial port at Pourte Nova.

151. The representative of Cape Verde amplified his country's new projects for basic infrastructures since Cape Verde was a newly independent island State:

(a) Study for reparation of Mindelo Port;
(b) Development of coastal shipping;
(c) Equipment and construction of secondary ports.

152. The representative of Sierra Leone stated that his country would submit projects for the second Phase later on.

The representative of UNDP noted that it was not right to request donors to take decisions on projects just submitted. He recommended that:

(a) Similar projects of subregional organizations should be grouped together so as to facilitate the studies and financing;

(b) More detailed requests should be submitted to the donors in accordance with the latter's own procedures. Resident Representatives were ready to help each State when necessary, in the matter of consultations.

I. GENERAL RESOLUTION

The participants in the Consultative Technical Meeting with donors on first phase maritime transport and port projects held at Abidjan from 3 to 5 May 1982,

Having considered the document DEC/TRANSCOM/TCM/81/WCA/1 compiled by the Economic Commission for Africa,

Considering resolution 422 (XVI) of the seventh meeting of the Conference of Ministers of the Economic Commission for Africa concerning the organization of consultative technical meetings on the various modes of transport in Africa,

Bearing in mind the effective participation of African States, and regional and subregional intergovernmental organizations on the one hand and donor countries and financial institutions on the other hand,

Considering the interest shown by the various partners during the discussions,

Bearing in mind the particular efforts of African States in providing more than 60 per cent of financing from their own resources,

Further bearing in mind the interest expressed by the representatives of Belgium, Brazil, Canada, China, Finland, France, the Federal Republic of Germany, India, Japan, the Netherlands, Norway, Poland, the Republic of Korea, the United Kingdom, the United States of America, the World Bank, the United Nations Development Programme, the African Development Bank and the Commission of the European Communities,

1. Express:

(a) The hope that the mutual understanding evidenced during the meeting in Abidjan would be achieved through bilateral negotiations to ensure the financing and implementation of projects;

(b) Their satisfaction to the Economic Commission for Africa for the efforts made in the maritime transport and port sectors in particular and the United Nations Transport and Communications Decade in Africa in general;

2. Request the Executive Secretary of the Economic Commission for Africa to take the necessary steps towards the international community with a view to implementing all the projects contained in the first phase as presented by the States and African institutions,

3. Express the desire that an evaluation of the impact of the United Nations Transport and Communications Decade in Africa on the development of African States should be carried out with a view to assisting the States in the identification of projects for the second phase.

II. VOTE OF THANKS TO DONORS

The representatives of African States and African intergovernmental organizations attending the Consultative Technical Meeting on maritime transport and port projects for the first phase of the United Nations Transport and Communications Decade in Africa, held at Abidjan from 3 to 5 May 1982,

Bearing in mind the effective participation of the following donors and financial institutions: Belgium, Canada, China, France, Finland, Federal Republic of Germany, Japan, Norway, United States of America, World Bank, United Nations Development Programme, African Development Bank, Commission of the European Communities; Brazil, India, the Netherlands, Poland, Republic of Korea, United Kingdom as observers,

Bearing in mind the understanding which the donor countries and institutions have demonstrated throughout the discussions of projects concerning the development of maritime transport and ports in Africa,

Appreciating the spirit of open collaboration that has marked the discussions,

1. Express their thanks to the donor countries and financial institutions for their willingness to participate;

2. Express the hope that the study will carry out will result on concrete actions at all levels with a view to financing the maritime transport and ports projects of the first phase.

III. VOTE OF THANKS TO THE GOVERNMENT AND PEOPLE OF THE IVORY COAST

The participants in the Consultative Technical Meeting with donors on maritime transport and port projects for the first phase of the United Nations Transport, and Communications Decade in Africa, held at Abidjan from 3 to 5 May 1982,

Bearing in mind the warm reception and the favoured treatment accorded them by the Government and people of the Ivory Coast,

1. Express their appreciation for the hospitality shown to them and for the facilities placed at their disposal;

2. Congratulate themselves on the results obtained during the course of their work;

3. Express to His Excellency Mr. Felix Houphouet Boigny, President of the Ivory Coast, to the Government and people of the Ivory Coast their gratitude and humble admiration for the important contribution of his country to the ideals of African co-operation and unity.

EVALUATION OF RESULTS

(financing in millions of dollars)

	Number of projects	Estimated cost	Financing secured (information transmitter to ECA)
Maritime transport projects (SHP)			
General studies	7	2.40	0.51
Technical assistance	15	5.50	4.06
Training	12	141.50	54.44
Specific studies	2	4.30	1.25
Construction/equipment	3	3.50	0.60
Subtotal (SHP)	40	157.50	61.45
Port projects (HAP)			
General studies	4	6.90	1.030
Technical assistance	2	1.00	-
Training	4	109.50	-
Specific studies	3	3.00	0.700
Construction/equipment	19	954.00	113.077
Subtotal (HAP)	31	1 075.00	114.81
Total	71	1 232.50	176.26

Percentage of financing secured

SHP $\frac{61.45}{157.5} = 39$ p. 100

HAP $\frac{114.81}{1\ 075} = 10.7$ p. 100

SHP and HAP $\frac{176.26}{1\ 232.5} = 14.3$ p. 100

Data obtained at the meeting

UNTACDA No.	Updated estimate	STUDIES Financing secured (millions of dollars) Amount	Source
Maritime transport			
SHP-18	0.100	-	
19	0.150	0.200	UNDP
20	1.250	-	-
24	0.250	0.250	NORAD
25	0.300	-	-
26	0.200	-	-
66	0.150	-	-
	2.400	0.450	
Ports			
HAP-06	0.300	-	-
07/08	1.600	1.600	IMCO (different sources)
10/11	4.500	1.000	Netherlands, UNDP, NORAD
16/17/32	0.500	0.275	France, Federal Republic of Germany, International Maritime Signalization Association
	6.900	2.075	
TOTAL SHP AND HAP	9.300	3.325	

UNTACDA No.	Updating estimates	Technical Assistance Financing secured (millions of dollars) Amount	Source
SHP-01	0.200		
02/05	0.700	0.700	NORAD
03	0.300	0.600 (including SHP-20)	UNDP
04	0.400		
05	0.075	- Projects of interest to Belgium	
07	0.250		
08	1.500		
09/23	0.800	0.300	UNDP
		0.500	USSR
		0.200	The CONGO
27	0.200		
49	0.120		
68	0.120		
69	0.052		
70	0.200		
71	0.150		
72	0.300		
73	0.500		
	5.867	2.300	
HAP-01/03	0.800		
02	0.600	0.600	UNDP
	1.400	0.600	
	7.267	2.900	

UNTACDA No.	Updating estimates	TRAINING Financing secured (millions of dollars) Amount	Source
SHP-10	63.000	19.00	1/
11	5.000	2.00	UNDP
12/13	2.000		
14	0.100	0.100	TRAINMAR PROJECT
15	1.500	1.500	EDF
16	1.250		
29	3.000	3.000	MANO RIVER UNION
30	1.500	1.500	ADB, NORAD, WORLD BANK
34	0.600		
44	50.00	(1.500	UNDP
		(3.500	NIGERIA
45	2.50	2.500	SENEGAL
67	5.000		
	140.450	79.600	
HAP-04	3.300	-	-
05	5.000	-	-
24/93	99.600	-	-
59	0.420	0.540	KUWAIT FUND
	108.32		
	249.270	80.140	

1/	UNDP	3.00
	EDF	2.50
	JAPAN	4.30
	SOUTH KOREA	1.08
	NORAD	0.05
	TAIWAN	1.00
	IVORY COAST	7.50
	OTHERS	0.57
	Total	19.00

UNTACDA No.	Updating estimates	SPECIFIC STUDIES Financing secured (millions of dollars) Amount	Source
SHP-22	38.0	38.00	ADB, EDF, OTHERS
31	18.000	7.00	
	56.00	45.00	
HAP-30/31	0.300	0.300	FAC, EDF
33	0.700	0.700	IDA
94	2.000		
	3.000	1.000	
	59.000	46.000	

UNTACDA No.	Updating estimates	CONSTRUCTION AND EQUIPMENT Financing secured (millions of dollars) Amount	Source
SHP-35			SECOND PHASE
36	0.500	0.500	NORAD, UNDP
47	0.500	-	
	1.000	0.500	
HAP-26	11.900		
39	38.00	8.600	FEDERAL REPUBLIC OF GERMANY
		29.400	WORLD BANK
40	97.00	17.000	FEDERAL REPUBLIC OF GERMANY
41	91.000	(WORLD BANK interested)	
47	6.250	-	
58	4.000	4.000	WORLD BANK, ADB
57/60	3.230	3.230	
			SECOND PHASE
70	1.500	(WORLD BANK interested)	
74	65.000	20.000	France
75	3.000		
79	330.000	1.25	France
		0.40	EDF
		99.00	ZAIRE
80	270.000	7.00	GABON
88	0.700		
91	55.000	(WORLD BANK interested)	
92	40.000	(WORLD BANK interested)	
95	4.000	(WORLD BANK interested)	
96	5.000	(WORLD BANK interested)	
	1 025.730	190.930	
	1 026.730	190.430	

SUMMARY (millions of dollars)

	SIP		HAP		SHP/HAP	
	Number of projects	Amount	Number of projects	Amount	Number of projects	Amount
Programme presented						
Cost	40	157.500	31	1 075.00	71	1 232.500
Financing secured	40	61.450	31	114.81	71	176.260 1
Data obtained at meeting						
Cost	39	205.717	30	1 146.00	69	1 352 24%
Financing secured	39	127.750	30	195.00	69	322.75
		62%		17%		

The financing secured for the programme has increased by $US 147 million (322-176). However the $US 323 million represent only 24 per cent of the total cost (compared to 14 per cent of the programme presented), because many projects have been revised upward. At the same time although donors expressed interest in many projects, they did not indicate how much they would contribute. Had they done so, it would have been possible to give a more detailed assessment of the outcome of the meeting and financing would definitely been secured at a level over 24 per cent.